which is expected to yield additional container handling capacity of about 14 million tonnes per annum.

(ii) Deepening and widening of Approach Channel to the Port at an estimated cost of Rs. 700 crores which involves deepening its draft so as to handle ships upto laden draught of 14 Mtrs. and certain widening of entrace channel at pockets.

(iii) Phase-wise development of Marine ChemicalTerminal (MCT) in tandem with increase in traffic volumes with facilities for handling Class 'A', 'B\ 'C grade liquid cargo and refrigerated/ pressurized liquefied gases along with development of necessary back up facilities like tank forms. First phase of the project is expected to cost about Rs. 3000 crores.

The other major ports namely, Kolkata, Mumbai, Chennai, Cochin, Visakhapatnam, Kandla, Mormugao, Paradip, New Mangalore, Tuticorin and Ennore have schemes for expansion through extension of existing berths, construction of new berths and jetties, deepening of channel etc.

Private sector participation in inland waterways

2021. DR.T.SUBBARAMIREDDY:
SHRI R.P. GOENKA:
SHRI MOOLCHAND MEENA:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that a proposal has been formulated by the inland waterways Authority of India to allow private participation in inland waterways, especially for setting up cargo terminals and running of vessel services on identified waterways;

(b) if so, the details thereof;

(c) whether it is also a fact that some major shipping companies have already expressed their intention to participate in such projects and a model agreement for inviting private sector participation has been formalised; and

(d) if so, the details thereof with the present status of the bidding process?

THE MINISTER OF STATE INTHE MINISTRY OF SHIPPING (SHRI SU. THIRUNAVUKKARASAR): (a) and (b) With a view to accelerating development of Inland Water Transport (IWT), the Government has approved an inland water transport policy which envisages greater role of private sector in infrastructure development including setting up of cargo terminals as well as ownership and operation of inland vessels. Such private sector participation can be either on BOT basis or Joint Ventures.

(c) and (d) Few major shipping companies such as Shahi Shipping, ESSAR Shipping, Eastern Navigation and LOTS Shipping have shown interest to participate in IWT projects. However, no model agreement for undertaking such projects, through private sector, has been formalized.

Setting-up of National Maritime University

2022. SHRI C.P. THIRUNAVUKKARASU: Will the Minister of SHIPPING be pleased to state:

(a) whether Government have decided to set-up a National Maritime University;

(b) if so, the details thereof;

(c) whether the scope and extent of maritime education and training in the country has been reviewed; and

(d) if so, the details thereof in the context of setting-up Maritime University?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SU.THIRUNAVUKKARASAR): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) In order to make appropriate changes in the institutional framework for imparting training, including the feasibility and desirability of bringing the institutes under a University type of structure, the Government of India in October 1991 set up a Committee on Maritime Education and Training (COMET). The Committee in its report submitted in May,1992 recommended establishment of an autonomous body to manage, control, supervise, direct and monitor the maritime training institutions functioning